

## Official and Classified ADVERTISEMENTS

Continued from page 15

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# fishing news

June 18, 1976

No. 3281

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# ICELAND SHARE-OUT CHOPS TRAWLERS

## Union's Jobs plan: more details

THE Transport and General Workers' Union revealed last week that its second document dealing with the decasualisation of employment in the fishing industry is almost ready for submission to the appropriate Government and EEC departments.

The union, which represents a large section of registered trawlermen, has already submitted an outline plan for decasualisation which was widely acclaimed both in London and Brussels.

It has now taken the original scheme a stage further with a far more detailed analysis of its proposals.

## Big share for BUT

DETAILS of the BUT share-out are understood to be as follows:

	Named vessels	Percentage of days	No. of days
BUT	41	44.6%	321
Boston	18	17.1%	125
Marr	14	13.1%	94
Consolidated	11	11.1%	80
Scottish Trawlers			
Federation	7	3.5%	25
Newington	4	2.9%	21
Hewett	3	2.8%	20
Boyd	4	2.7%	19
Hamling	3	2.2%	16
Totals	105 vessels	100%	720 days*

\*Figures rounded to whole days.

was already there last week. work its five operational 'A' BUT, despite being class' vessels on the allocated the lion's share (44.6 per cent) of the total monthly fishing days, also expects a big cut-back in its sailings to Iceland from Grimby. There were unfirmed reports of plans to

BOSTON Deep Sea Fisheries Ltd. at Grimsby has been forced to lay up the distant water trawlers *Boston Concord*, *Boston Comanche*, *Prince Charles* and *William Wilberforce* because its allocation of monthly fishing days off Iceland is too low. Following the Oslo settlement, the firm's quota of 125 days are insufficient for the practical operation of the company's 10 distant water trawlers at Grimsby, plus the Fleetwood vessels which also take a share.

The trawlers — among the salvaged from the cod war — have not been completely withdrawn from fishing at this stage. However, their prospects of being put back to sea in the foreseeable future seem remote and much will depend on what other distant water fishing grounds are available.

In addition, the Boston Group has put its stern to the middle water grounds and the company fears more drastic economies may have to be made to enable them to work Iceland without long and costly spells in port between trips.

At Fleetwood only *Boston Explorer* and the stern trawlers *Boston Beverley* and *Boston Blenheim*, figure in present plans to fish Iceland. *Boston Crusader* has now been laid up, along with *At-tacker* and *Lightning* which were taken out of service earlier. There are hopes at Fleetwood that *Boston Marauder*, now out of service, will be switched to home waters.

Elsewhere, other distant water trawler owners have been attempting to spread out their share of Icelandic monthly trawling days over their fleets to see what can be

by the same company, Mayer Newman.

Both vessels have been tied up for some time because of

Turn to page 4

## 'Sisters' for scrap

THE Fleetwood distant water trawler *Wyre Captain* was towed out of the port last week bound for a Falmouth scrapyard.

She is soon to be followed by her sister-ship, *Wyre Cor-air*, which has been bought

by the same company, Mayer Newman.

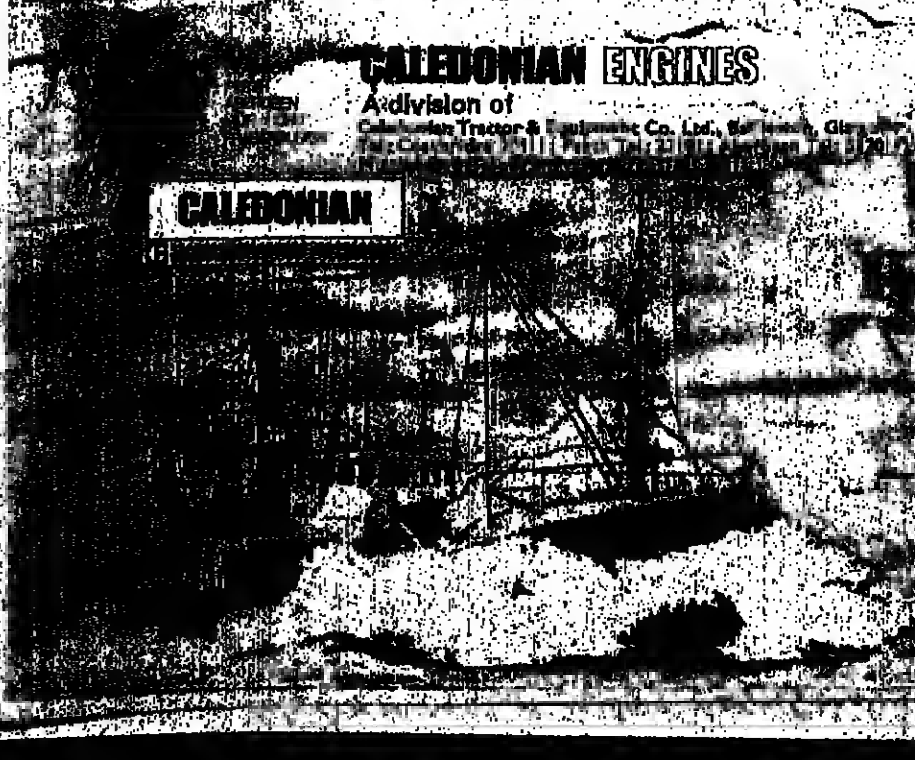
Both vessels have been tied up for some time because of

Turn to page 4

## Power where it's needed.

If you want to know something about Caterpillar power, ask the men who rely on it for their livelihood, and at times, even their very lives. Ask a man like Jim Slater, skipper of the fishing trawler 'Aquila'. Jim Slater's trawler is powered by a CAT D398 TA which develops 850 h.p. at 1225 r.p.m., and there's power to spare there! It's typical of the range of Caterpillar Diesel Engines which Caledonian have been selling in Scotland these past 25 years.

is the follow-up after sales service which Caledonian supply for all Caterpillar engines and equipment. Whether you're buying a new vessel or re-powering, ask Caledonian for a Caterpillar Marine Diesel Engine. You can get 85 h.p. to 1225 h.p. in the main to auxiliary range of engines.



# 'STAY AWAY' WARNING FOR SKIN-DIVERS

FISHERMEN have warned skin-divers to stay away from the south-west Irish coast and threatened militant action against divers for crayfish and lobster.

The Irish Fish Producers' Organisation has backed local fishermen and claims there is an attempt being made to organise skin-diving on a commercial basis and to affect the livelihoods of commercial fishermen.

The controversy has arisen over newspaper advertisements in Ireland seeking skin-divers to work from boats operated locally in the south-west, diving for crayfish and lobster.

Kevin Flannery, manager of Dingle Fishermen's Co-op, said that skin-diving is illegal and is depleting lobster and crayfish stocks drastically where it is carried on. Fishermen would not tolerate this type of venture.

Das O'Connell of Portmagee, South Kerry, said fishermen were very angered about the proposal to start this type of development in the south-west. It is poaching and played havoc with lobster

and crayfish stocks, even when only undertaken by summer visitors.

A police spokesman in the area confirmed that skin-diving for lobster and crayfish is illegal, but said that prosecutions are difficult, as offenders had to be caught in the act.

Last year an English group, suspected of skin-diving in this manner, had their boat rammed off West Kerry, he said.

It is understood that an experienced skin-diver could bag as many lobsters in one hour as a trawler operating 60 pots could get in a week.

Jim O'Connor, chief executive of the Irish Fish Producers' Organisation, said the Department of Agriculture and Fisheries should act to prevent skin-divers affecting the livelihoods of bona fide fishermen.

## 'Silver darlings' no more

Continued from page 2

have found a fairly sound project in embracing

An earlier conversation with Andrew Tait, skipper of *Chris Andra*, puts across the feelings of herring-men in 1976.

*Fishing News* spoke to a browned-off Andrew Tait when the 135ft. purser returned home after a round-Britain fish search following a short spell of horse-mackerel fishing off the English south coast.

"I have been fishing since I was 15, and skipper since 1962, and have always enjoyed the challenge of the job. Now, I wonder what

happened to it.

"No longer is there any freedom... we are tied up with regulations, quotas, etc."

During his look for new fishing pastures, he found himself heading for the Great Sol Bank, 140 miles WSW of the Scilly Isles, in the hope of finding pilchards, mackerel or, indeed, any pelagic fish.

He told *Fishing News* his thoughts at the time were: "I wonder why I am here?"

With not a little bitterness at the knowledge that Faroese vessels were even then catching herring 80 miles off Fraserburgh, he came to the conclusion that one of the

main reasons why he was there was "because the British fisheries bureaucrats have accepted far too small a share of the North Sea herring quota."

At that time he was faced with the reality that he was barred from herring fishing in the North Sea, Shetland, and the west coast grounds.

"So now, with all my last 20 years work invested in a boat, costing nearly one million pounds, I am finding very few fishing opportunities round the British coast," he said.

However, Skipper Tait

doesn't think all the fleets are in the same boat. "We are in contact with many of the foreign fishing fleets on the grounds, and it is evident they have a lot more freedom than we have."

I have spoken to French and Faroese fishermen landing in Denmark, and they have the help of civil servants to engineer ways round the quota system.

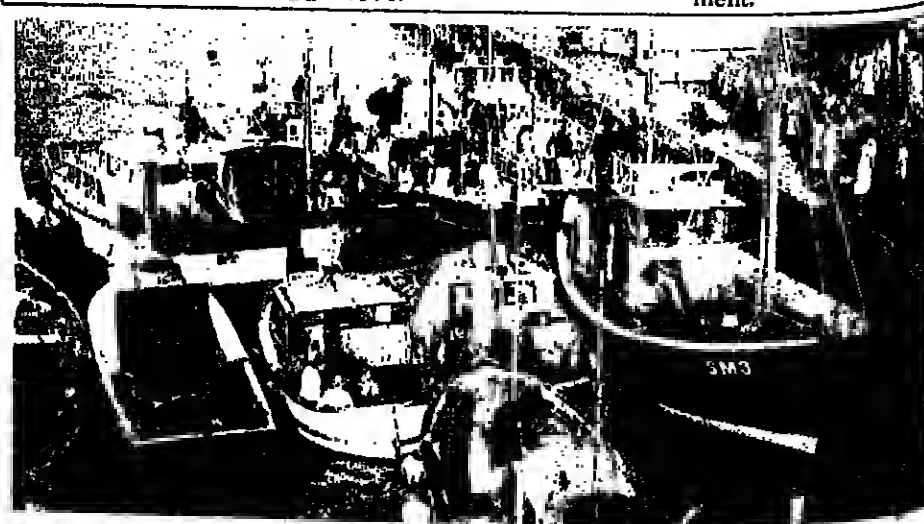
"They claimed it was a simple matter to camouflage the identity of fish churned through a fish meal plant."

"I was aboard an East German trawler in the UK and the skipper had never even heard of the East German quota, even though he had a good catch of herring on

Fladda, 120 miles off Fraserburgh."

"So I think it's high time the fisheries department stopped playing cricket high time the limits were settled."

After an intrusion in the south, O then sailed up the Ireland and the for home, taking note of the fleet intent on clean-up. Skipper Tait, the around were not



The fishing fleet at Shoreham, Sussex, gathered at Bevas Wharf on Rogation Sunday for a special service and blessing by the Rev. Donald Cluer, vicar of the Church of the Good Shepherd, Shoreham Beach. Also present was the Inshore rescue boat and members of the RNLI. The Rev. Cluer said: "The fine weather helped to bring out around 70 people to the quayside and the boat made a fine sight as they gathered at the quay." The crane mounted on the decks of the vessel as the Rev. Cluer gave the blessing to them and their craft.

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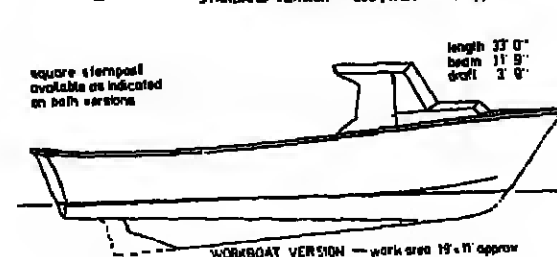
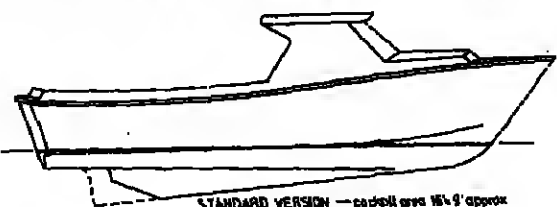
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## Fleetwood up to Mystery catch Oslo 'challenge'

FLEETWOOD'S distant water trawlers showed every sign of meeting the challenge posed by the Oslo agreement last week when there were some excellent grossings.

The stern trawler *Fylde* (Skipper Victor Busch) initially worked the East Greenland grounds but later moved to Iceland, returning with 1,870 kits, including more than 1,200 of cod, which sold for £36,405.

Also successful in the cod hunt was *Gouina* (Skipper Charles Scott) — a smaller version of *Fylde*. This vessel worked Iceland and returned to port with 1,709 kits, including 1,500 of cod, which made £32,000.

*Boston Beverley*, like *Fylde*, also worked the East Greenland grounds and was rewarded with a catch of 1,355 kits, including more than 900 of cod, to make a grossing of £28,537.

For ships completing their trips between Iceland and middle-water, there were also some good grossings.

The 132 ft. *Wyre Vanguard* landed 902 kits, including 10 of hake, 500 of cod, 150 of haddock, and 200 of coley to

make £18,036 — a good grossing in the circumstances.

The small stern trawler *deno* (Skipper Bernard Birley) also found good fishing. She landed 916 kits, including five of hake, 300 of cod, more than 200 of haddock, and 200 of coley for a grossing of £17,572.

But near water trawlers also showed their capabilities with the 109 ft. *London Town* (Skipper Jack Kelly) being in the forefront.

The vessel landed 445 kits, including 150 of cod, 35 of plaice, 100 of haddock, 80 of coley and 30 of roker, to make

£8,017 — a good follow up to her previous voyage when she made more than £12,000.

There were also good grossings for the two stern trawlers *Resound* (Skipper Charles Pook) and *Replenish* (Skipper Mick Oldman).

*Resound* landed 399 kits — 150 of cod and 150 of haddock — which sold for £8,585, while *Replenish* (Skipper Mick Oldman) made £6,440 from 353 kits.

It was, however, a disappointing week for vessels working the hake grounds.

Prices for the variety went down, with the average price being below £30 a kit.

## ST. NICHOLAS II NAMED



**Seiner pioneer delivers mail**

TERRA NOVA, one of the pioneers of seine netting in the 19th of Clyde, sailed out of Ayr harbour last month for the last time.

The 68 ft. vessel was a familiar sight at Ayr for more than a quarter of a century but, now, thanks to the DTT safety rules, she will fish no more.

Skipper Alex MacLeod bought *Terra Nova* in October 1949 and since then the duo have scored many firsts.

"I have fished with *Terra Nova* for 28 years in all kinds of weather," said Skipper MacLeod. "Now the Department of Trade tells me that my vessel must undergo stability tests. Surely after all that time I should be able to tell whether or not she is stable."

"I cannot use the boat for seining, yet I could have taken out parties of sea anglers, or taken tourists on trips around the Firth of Clyde. I could even have sailed the vessel around the world without a survey. But I cannot use her for fishing," he said.

*Terra Nova* is now berthed in Rothesay where she will carry mail to Scottish islands. She was built in 1945 for the Royal Navy and was constructed out of the best Canadian mahogany. Even after 31 years her hull is still sound.

She was the first Ayr boat to go seining all year round. Some 18 years ago she was fitted out with a 180 hp diesel.

A few years ago *Terra Nova*'s familiar lines were changed when the large wheelhouse was replaced by a more streamlined cockpit.

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A LARGE crowd gathered at Eyemouth harbour on Friday for the naming of a new 40 ft. dual-purpose boat, called St. Nicholas II (above), who was christened by 19-year-old Mrs. Kit Pearson of Hillfield, Broomfield. The owners of the new boat are the Pearson family. Robert, father of the new boat, her brother Robert, and her brother-in-law, Robert Gilman. Mr. Nicholas (senior) has owned and skippered 11 boats during his fishing career, but this is the first to be built to his own specifications. St. Nicholas II was built by the Eyemouth Boat Building Co. and has a breadth of just under 12 ft.

She is powered by a 150 hp engine which also powers the electrical system, the Miller's hydraulic winch and the hydraulic pot hauler. The vessel can be used for both lobster fishing and trawling. St. Nicholas II, with a crew of four, will join the fishing fleet at the Berwickshire village of Broomfield.

## GRIM WEEK FOR HULL...

ON BOTH Monday and Wednesday last week there were no trawler landings at Hull and the biggest daily turnout during the five trading days of the week was 3,055 kits on the Thursday.

Grim though the fresh fish supply situation was, it would have been even worse but for the arrivals of seven North Sea seiners, including two from Grimsby, and overland supplies from inshore ports.

Hull followed up Monday landings of 431 kits from two seiners by Newington's stern fisher C. S. Forester making

the first trawler landing of the week on the Tuesday. She had a catch of 1,008 kits which made £20,738.

Although there was no Wednesday landings in the port, about 7,000 kits were brought overland.

On the Thursday Hull had three trawlers, including one from Grimsby, as well as four seiners.

The Grimsby trawler arrival, *Rose Cluet*, had been on a 16-day trip to the Faroes and grossed £12,806 for 128 kits.

The other two trawler landings were Herling's *St. Gerontus* and BUT's *Leck Eriboll*, both of which had been to the Icelandic coast on 22-day trips.

*Leck Eriboll* (Skipper D. Spivey) made £24,799 for 1,310 kits, while *St. Gerontus* (Skipper J. R. Nelson) made £19,841 for 1,017 kits.

The *St. Gerontus* was the only Christianborg, made last year, to arrive. She was commanded by *Leck Eriboll* and made £24,799 for 1,310 kits.

The highest trip during the week was the last day trip, made by *Leck Eriboll* (Skipper D. Spivey) made £24,799 for 1,310 kits.

## Meal plant no bonus for Cornwall

SIR, I read with interest and some concern on the front page of *Fishing News*, May 21, that a fish meal plant is being set up at Newlyn to help the inshore fishing industry of Cornwall.

I must state that if anyone, including the firm mentioned, the Ministry, producer organisation, marketing agents, etc., considers that the answer to the increasing problems of the catching and marketing of mackerel by hand line fishermen in Cornish waters is, in fact, industrial fishing for a meal plant, then they need their brains examined.

The limited catching capacity of the fishing method used, ensures top-quality fish which should be second to none in marketing requirements.

It is both demoralising and frustrating to hand line fishermen to think of landing their catch for meal.

I would suggest that, unless our men are allowed to land the greater part of their catch for the fresh fish market, then they will possibly turn to other kinds of fishing, such as bottom trawling or scalloping — and some boats may be laid up.

'Big boys'

The whole set-up is really being done to encourage the mid-water trawlers and the other big boys into more intensive industrial fishing.

On Friday, December 7, 560 ton of mackerel were landed at Plymouth for fish meal by mid-water trawlers; this I would suggest is more in line with the thinking of the processors for fish meal.

It was ten years ago, in the winter of 1968, that a few of us began to search for mackerel by hand lines. We had indications, during the later part of the summer pilchard fishing,

that there were some mackerel about.

This was after five winters of almost a complete blank in pelagic fishing. A Ministry research in the early '60s for two or three winters revealed nothing at all.

Hand line fishing for mackerel in Cornish waters is, in fact, industrial fishing for a meal plant, then they need their brains examined.

With new limits being introduced by the various Governments, our own fleet of larger vessels are being brought back closer to our shores.

It is of the utmost importance to the survival of our inshore fisheries that the restrictive measures of conservation and control be observed. It is also time to say that much of the breeding of offshore fish goes on in the coastal waters and bays.

In my opinion, there must be a conservation limit around our coastlines of approximately 12 miles inside which no heavy beam trawlers, purse seiners, or any other known destructive method of fishing — either to the fish stock or the tearing up of the sea bed itself — should be allowed. Outside of this limit, there should be controlled fishing, rationalised to the requirements of markets and in accordance with EEC regulations.

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that there were some mackerel about.

This was after five winters of almost a complete blank in pelagic fishing. A Ministry research in the early '60s for two or three winters revealed nothing at all.

Hand line fishing for mackerel in Cornish waters is, in fact, industrial fishing for a meal plant, then they need their brains examined.

With new limits being introduced by the various Governments, our own fleet of larger vessels are being brought back closer to our shores.

It is of the utmost importance to the survival of our inshore fisheries that the restrictive measures of conservation and control be observed. It is also time to say that much of the breeding of offshore fish goes on in the coastal waters and bays.

In my opinion, there must be a conservation limit around our coastlines of approximately 12 miles inside which no heavy beam trawlers, purse seiners, or any other known destructive method of fishing — either to the fish stock or the tearing up of the sea bed itself — should be allowed. Outside of this limit, there should be controlled fishing, rationalised to the requirements of markets and in accordance with EEC regulations.

A. J. Pangelly, BEM, Local Fishermen's Protection Association, Launceston, Cornwall.

## Iceland should feel let down

SIR, It is implied in your *Comment* column of June 4, 1978, that the British fishing industry may justifiably feel hard done by as a result of "Mr. Croeland's dismal performance in Oslo".

I cannot accept this. In my view it is the Icelanders who should feel that they have been let down by their representatives.

You state that the settlement will be viewed in Britain as a "sellout" or "surrender". These very words must be echoing around Reykjavik now, and with considerably more justification than any such opinion amongst the trawlermen of Hull, Grimsby or Fleetwood.

It must be remembered that Iceland is a barren land with few natural resources except for the fish in her coastal waters. It is impossible to overstate the importance of these fish stocks to Iceland, without which the Icelandic economy would collapse, bringing total ruin to the entire population of the island.

The unemployment which the agreement will bring to those on Humberdale, is regrettable, as any unemployment is, but can by no stretch of the imagination be regarded as anything near so catastrophic as the total ruin of an entire nation.

If fishing continues on the same scale as recently in Icelandic coastal waters, the vital stocks of fish end, especially cod (the most valuable and most heavily fished by the British vessels) will dwindle away to nothing, as did Iceland's herring stocks.

The recent trend of the fishing effort in Icelandic waters has been one of considerable increase. Between 1952 and 1972, the fishing effort more than doubled, while

Continued on page 16

## FIRSTCASTLE LTD do not normally advertise...

We boast that our reputation is strictly by personal recommendation from one satisfied customer to the next potential one. In this way our reputation has spread from Kowloon to Kuwait even to Krasnogorsk. Pictured below is a part shipment of fully reconditioned Firstcastle Gardner units destined for a customer in Central Siberia to be used in Snow Boats usually bound for China (subject of old Chinese song).



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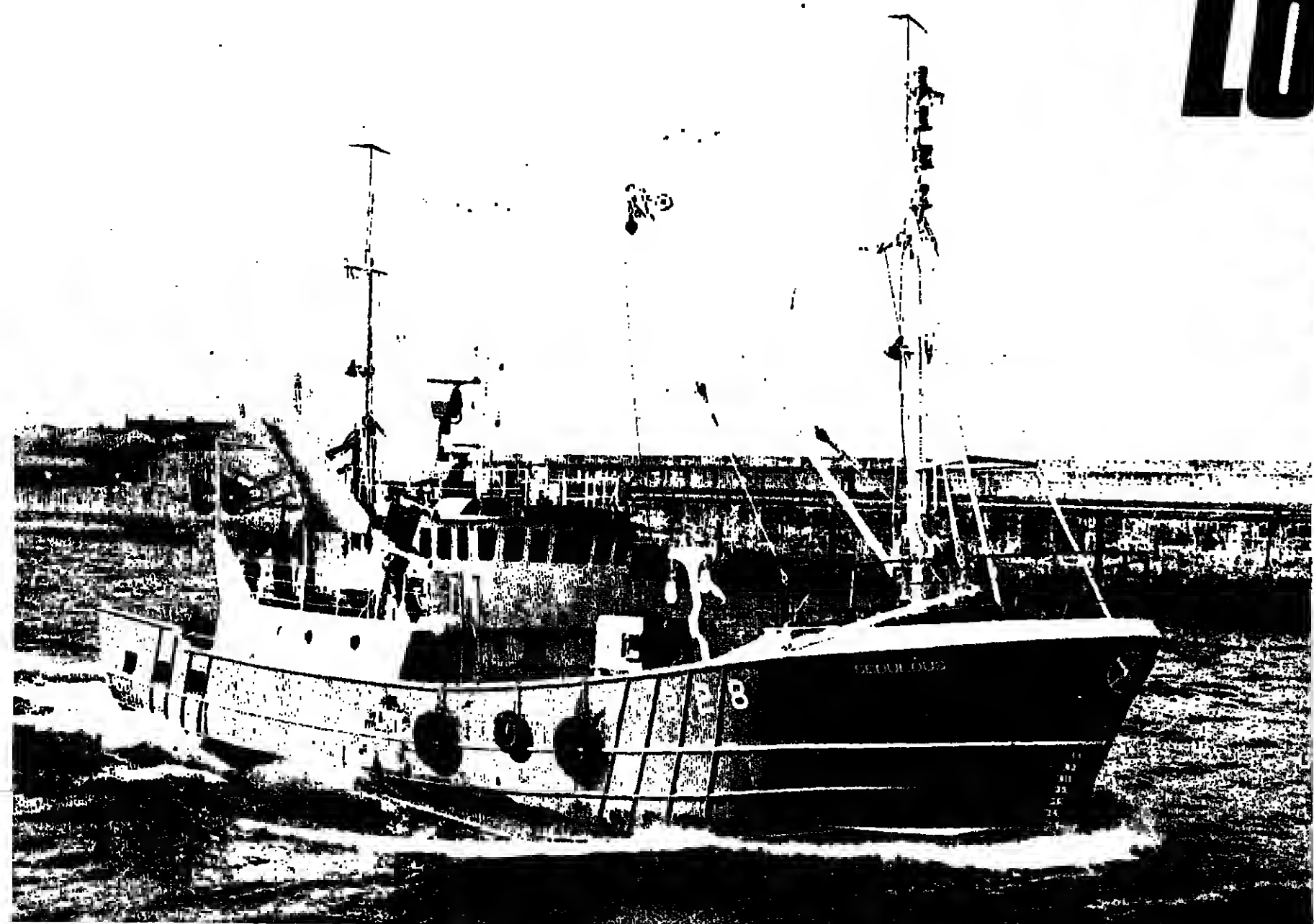






# London-built purser starts on sandeels

## It goes 'against the grain'



*Sedulous* (FR 228) is a new 90ft long purser-trawler. She is hunting sandeels about 140 miles east of Fraserburgh, her home port.

## NEW LEASE OF LIFE FOR ISLAND CRAB CARRIER

**GUERNSEY** Fishermen Trading Co's crab transport boat *Tol* is back at work again after a major job on her vivier (live sea water hold).

The 60-footer is used to transport island catches to France, but her hold had deteriorated and gribble worm allowed to get a grip. The boat was in jeopardy when MacAlister Carvall of New Milton, Hants, the ferro-cement boatbuilders, was called in.

The hull — which has 2in. diameter holes pierced for the hold — was inspected and it was decided to skin the inside of the perforated hold with a

layer of ferro-cement.

Skinnering the outside of deteriorating wooden holds is now quite common, but the problems involved in the vivier hold are rather different. The layer of ferro-cement would prevent any further attack by gribble, also provide a fresh, clean working hold and add immeasurable strength to the frames and planking.

Some 6,000 sq.ft. of graded steel mesh was stapled to the hold using large galvanised staples. The difficult job of fitting the mesh over the frames, across the roof and up the walls, was performed by local fishermen who also patiently cut out and blanked the endless seawater holes.

Then, Gowan MacAlister and Graham Williams, of Power Sprays Ltd., plastered the hold with the help of the Guernsey fishermen.

Some five-tonne of Lloyd's-approved RF Yacht Mortar was used and, owing to the complexity of the shapes to be plastered, the job was done in 14 hours using high pressure mortar spraying equipment.

*Tol* is now working again with no apparent problems. It was impossible to seal 100 per cent around all the holes through the hull, though a little seepage should not cause problems.

The co-op is considering skinning the outside of the hull next year.



Above: mixing the mortar to spray into the live fish well aboard *Tol*. Below: the Guernsey-based *Tol* on the slipway to be given her new lease of life.

THE 90ft. purser-trawler *Sedulous*, built for the Fraserburgh fleet by the Woolwich Iron, yard of Cowi Ltd., is starting her career as a sandeel trawler in the North Sea.

Built to the design of Skipper Ernest Simpson, and others, in association with J. MacAlister Tynedraft Design Ltd., the hull is of Newcastle type 2, as designed by the

Skipper Simpson could concentrate on catching fish but it went against the grain to have to take her into the sea.

*Sedulous* has a length of 90ft. 11 in. and gross tonnage of 84.85. All her steelwork has been treated with Metalife corrosion control and paint systems.

She has a registered length of 79.0 ft. and gross tonnage of 84.85. All her steelwork has been treated with Metalife corrosion control and paint systems.

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have to plod on and hope for the best.

A few weeks ago *Fishing News* also asked Charles Middleton, a director of J. MacAlister Tynedraft Design Ltd., what he thinks future prospects for the vessel are.

He replied: 'We hope she will be a viable unit. Things were different when the order for her was placed, but I am confident that Skipper Simpson will make every effort to make her viable.'

With an overall length of 80ft. 6in., moulded beam of 23ft. 6in. and moulded depth of 13ft. *Sedulous* is of metal hull form with a transom stern, raked soft nose stem and a bulbous bow. She is of all-welded steel construction with four watertight bulkheads.

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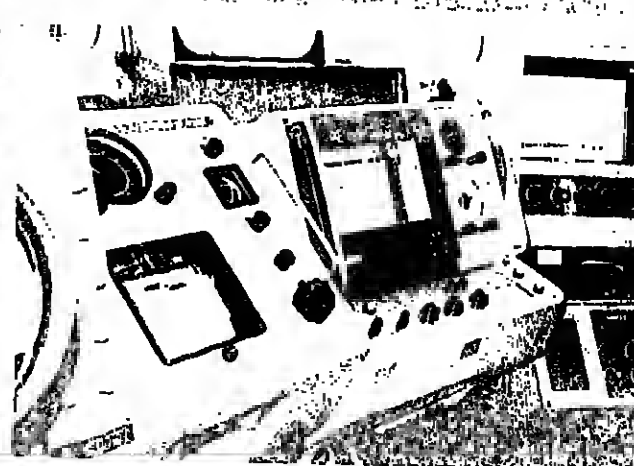
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Simrad and Elec fishfinders aboard *Sedulous*. Her Simrad SQ sonar is one of the first aboard a British boat.

the purser's main engine. There are two auxiliary engines. The larger unit is a Gardner 6LX which gives 120 bhp at 1,500 rpm and drives an AC5 alternator, a Stamford 80 kVA, 64 kW, alternator and a Gilbert Gilkes and Gordon 300/875 three in. pump. This can be used for bilge and fire duties, or as a standby seawater circulating pump for the main engine.

Also driven from the Gardner engine, through a hand-operated clutch, is a small hydraulic pump to work the windlass or power the deck machinery for fishing gear retrieval.

The smaller auxiliary engine is a harbour generating set comprising a Lister 35 hp unit driving a 20 kVA, 16 kW, 415 V Stamford d.c.

LEC Marine Ltd. supplied the deadfront-type main switchboard. A total of some 7,000 gallons of fuel oil are carried in the engine room below the fishroom and

forward, and there is a 300-gallon daily service tank. Gilbert Gilkes and Gordon J-type fuel transfer pumps are fitted.

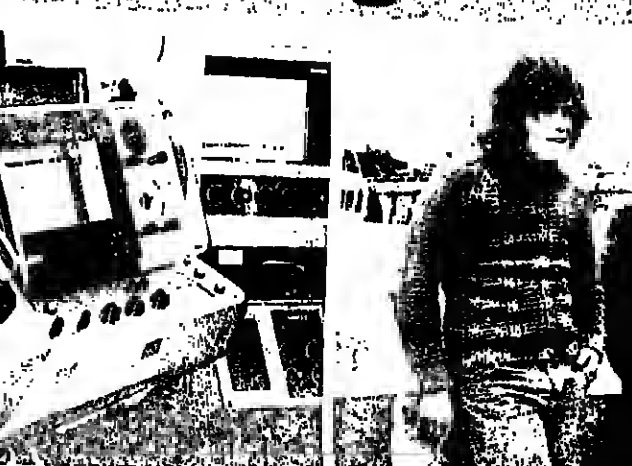
Seawater is normally supplied to these tanks by three GGG electrically-driven 14 in. pumps.

Other electrically-driven equipment in the engine room include a Hamworthy air compressor and a small hydraulic pump to drive the guiding-on gear of the purse and trawl winch in an emergency.

Ventilation is provided by a 19 in. supply fan and a 12 in. extractor fan of Woods manufacture.

The electrical supply is provided at 415V three-phase, three-wire, 50 cycle a.c.; 240V single phase, two-wire, 50 cycle a.c.; and 24V d.c.

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## Congratulations SEDULOUS

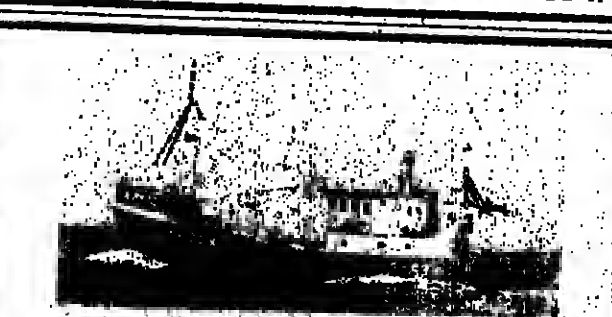
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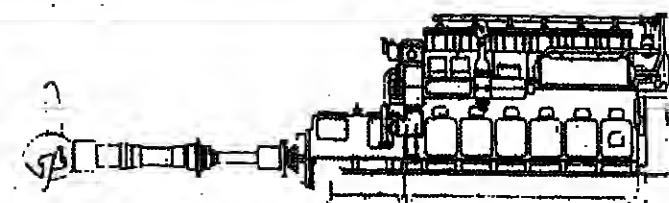
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# Lab publishes first North Sea atlas

AN ATLAS of the North Sea is needed as it is one of the most prolific fishing grounds and holds a number of valuable commercial resources, states a survey and report issued recently.

This atlas is now published by the Ministry of Agriculture, Fisheries and Food's Laboratory, Lowestoft, as Fisheries Research Technical Report No. 20. It is the work of two men, Mr. A. J. Lee, Director of Fisheries Research at Lowestoft, and John Ramster, a principle scientific officer.

The report contains a series of detailed maps covering the

uses and resources of all the sea areas around Britain. The maps were drawn by two students at Luton College of Technology, T. J. Green and Vivien Hitchen, who worked at the Lowestoft laboratory as sandwich students.

The report is expected to be the first of a series of updated surveys aimed at providing careful thought, not only about inter-nation use and development of North Sea resources, but also of the dangers of pollution.

The North Sea could be looked on as a European pond — one with a wealth of natural resources, says the report. It has been one of the world's most prolific fishing grounds for centuries, and

has now turned into one of the world's most valuable sources for oil and natural gas. It is also the target for a large and rapidly-expanding European marine gravel and sand industry.

The North Sea is also a major ocean highway, crossed by a maze of telephone cables and an ever-increasing number of oil and gas pipelines. But, the report warned, it is also a "giant sink" into which the countries on its borders discharged their domestic and industrial wastes.

All these factors added up to an urgent need for careful planning and management by government departments, industry and commerce. And in order to achieve this, maximum information is needed and has to be kept up to date.

This, said the report, is the idea behind the first-ever North Sea atlas, a "comprehensive vehicle which will attempt to pull together all the available information and display it in a form useful, not only in the UK, but also in all the other countries bordering the North Sea."

The report goes on: "When this concept was explored further it became apparent that the North Sea could not be considered in isolation from the other shelf seas around the British Isles. And that there are also problems in the management of those seas, plus a need for access to information."

"It was, therefore, decided to extend the scope of the atlas to include all the shelf areas around the British Isles."

This atlas has other uses — it can stimulate interest in

important areas like the North Sea and the Irish Sea among the public at large and be of educational value to schools and universities, as well as become a valuable reference for research workers.

"An atlas of the sea is a device largely ignored by cartographers in the past — and geographers have turned their backs on the sea," it says. A conventional-type atlas has the disadvantage that it could not be updated easily. "In an area like the North Sea, where there is continuous economic development and considerable physical and biological variations over a period, the ability to update information is important."

One answer could be a data bank to enable all see share to be kept up to date with amendments and changes issued periodically. "We have always felt that an atlas of this kind is only one part of the overall scheme needed for effective monitoring of activities in areas like the North Sea," concludes the report.

"The data bank originally envisaged with its corollary automated cartography is just as important. "It seems clear that a system of computer-aided cartography, similar to that developed by the White Fish Authority and used from day to day in its production of Kingfisher charts, could serve with very little modification, as the cartographic of such a bank."

The authors of the atlas welcome suggestions for further maps to be included and for improvements to those already published.

## Sandeel purser

from page nine

hatch and is insulated and lined with steel. Arranged to carry fish in bulk or boxes, the remainder of the fishroom has a capacity for about 65 tons of fish and is insulated on dockhead, sides and bulkheads and lined with GRP. Aluminium stanchions and division boards are fitted.

The fishroom floor is of 14 in. high-density cork, overlaid with 24 in. of reinforced granulated cement. Hatchways over CSW tanks and fishroom have steel coamings and aluminium covers.

The wheelhouse is spacious and well laid out. Much of the fish finding equipment is by Simrad and includes EQ 50 echo sounder with CI Echo Scope and MA Echo Magnifier, an EY 70 kHz inshore echo sounder, an FL2A net sounder, and SQ sonar with CM sonar scope.

The SQ sonar is one of the first to be fitted to a British boat and is a development from the popular SB model. Its 4kW transmitter, together with a lower frequency of 27 kHz, gives it a sounding range of 2,500 metres. An Elic Mitsui Ladar sonar set is also installed.

Deca units include RM 914 radar with variable range marker, Super 550 radar with variable range marker, Mk 21 Navigator, and 450 M automatic plot. Other equipment in the wheelhouse includes Ben

Amphitrite log, "Sellar" T122/RT105 radio telephone, "Sellar" RT143 vhf radio telephone. Simrad watchkeeping receiver, Autocom system, Tenflex H115 TC ESG steering gear, Lillay and Gilie compass and two Bostrom Viking charts. Wheelhouses window Sedulous are by Belmont and they are fitted with grey tinted glass.

Engine controls are fitted port and starboard, a day and night alarm, a chart table and a chart holder. The wheelhouse, while the skipper's cabin is arranged in the deckhouse on main deck level. Equipment in the combined galley and messroom includes a Kempas 9kW electric cooker, Sedie water heater and Data deep freeze cabinet.

Toilet, wash basin and shower are arranged in the deckhouse and electric central heating is fitted in the messroom and wheelhouse. "Bunking" for ten is arranged in the crew's quarters below deck.

The main deck is a Douglas fir and Chalmers rubber-sealed floodlighting is fitted on the superstructure. The deckhouse is arranged to the rails on either side of the after-gallows. Double-gangways extending between the deckhouses, there is ample space on deck, as well as a deckhouse for carrying gear.

# Facts about tangle nets

"CAN you give me some information about tangle nets — how they are made, how they are worked and where they can be obtained."

As the name implies, a tangle net is one in which fish become entangled instead of caught by the gills or surrounded.

All nets, therefore, like trammel and ray nets are set so their bottom half lies loosely on the seabed instead of forming a vertical curtain, are tangle nets.

Trammel nets generally consist of three sheets of netting. Two of them — the outer walls or rimming — are made of large mesh netting and an inner one — the linn or linnet — is made of netting of comparatively small mesh.

Fish swim through the large meshes of the outer walls and carry the small mesh inner netting through the large meshes of the outer wall on the other side. Thereafter, they are tangled in a pocket.

Trammels are invariably set on the bottom to catch demersal fish such as cod, skate, sole, plaice, bass, mullet, whiting etc. They can be used singly or in fleets. They are usually set across tidal currents and held in position by anchors at either end.

They are obtainable from many individual net makers as well as from most large net making concerns. Specifications vary a little but those made by Bridport-Gundry Ltd. at the Court Works, Bridport, Dorset, are fairly typical.

The firm makes two sizes of net, one 15 fm. (27.6 m) and the other 30 fm. (55.2 m) long, out of twisted nylon twine. They fish 54 ft. (1.7 m) deep, have 3 in. (76 mm) mesh inner and 17 in. (431

mm) diamond mesh outer walls. A variation of a proper trammel net may still be used in Christchurch, on the south coast to catch mullet. It consisted of a small mesh linn and one outer wall.

This type of net was used principally to surround shoals of mullet with the linn on the inside. The practice was more effective than using a 3 in. (76 mm) or 4 in. (101 mm) gill net for the purpose as both large and small mullet would become tangled in it.

The largest tangle nets of all are set by Danish fishermen in the North Sea. They are made of 140 mm stretched mesh netting and are 70-75 metres long by 6½ metres deep.

The practice is to set between 240 and 340 nets in three rows at a distance of about 1,000 metres between each two rows. The length of each row is between six and seven thousand metres and every tenth net is secured to an anchored marker buoy which is anchored.

Next in size are ray nets used mostly off the Cornish coast to capture skates, rays and crawfish. These are about 120 yards (109.7 m) long set in by the half to fish 80 yards (54.8 m).

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mm) diamond mesh outer walls. They are made of very strong nylon twine and are eight meshes — about 6 ft. (1.8 m) — deep. Mesh size is about 17 in. (431 mm).

Ray nets are usually moored with anchors at either end of a fleet, if set on smooth ground, or with weights of chain if set on rough ground. They are obtainable from Bridport-Gundry Ltd.

The smallest tangle net which I know anything about consists of a single wall of netting only, so hung and set in that when there is no tide running, its bottom half lies loosely on the seabed.

The type I once used was made of 5 in. (127 mm) white nylon netting and was 25 fathoms (45.7 m) long by 9 ft. (2.7 m) deep. The netting was set in by the half and small floats were attached to the headline so that it would fish 4 ft. (1.2 m) deep. A light braided headline was attached to the foot.

Lobsters and crabs will, of course, get tangled in this type of net and are not so difficult to remove as from a trammel net.

Normal practice is to moor it in the same way as you would a trammel. If you set in depths greater than about 10 fm. (18.2 m), I understand that it is advisable to fit short "stands" or spars to the ends to prevent them rolling up.

lugworms, not to take hooks baited with sprats or herring. And it would cost more in time to reload the device with a baited line than it would to coil down such a line in tray, hatch or basket.

But it might have features to command it to those who may want only to set one or two lines with about 60 hooks on them.

The 120-tube board measures about 4 x 3 ft. and can be fitted with a hinged plywood cover and a handle so that it can be carried like a suitcase. It can, therefore, be loaded with baited line ashore by anyone with time to spare and easily carried on board. When the "suitcase" is opened, the cover serves as a base upon which the board can be propped at the right angle for shooting. Detailed information about his invention can be obtained from James W. Roberts, 22 Hardy Close, Oulton Broad, Lowestoft, Suffolk.

## SMACK SIZES

A LETTER from Mr. G. W. Lilly of Bournemouth may throw some light on what used to constitute a smack and a boat.

He writes: "I was most interested to read in your Log on May 21 the question as to what you would call a smack. "My father used to sail in the old fishing smacks from Grimsby and Fleetwood. I have his discharge papers from each vessel in which he sailed from 1890 until the 1914/15 war."

There is no mention of the word smack in any of them, but a note at the bottom of each certificate issued after December 1892 states: "one of these certificates must be filled up and delivered to each seaman when he is discharged from a trawler of 25 tons register tonnage and upwards."

Maybe this provides a clue to the demarcation between smacks and boats. Those over 25 tons were certainly called trawl smacks. Those under this tonnage may have generally been referred to as fishing boats. He may be right, but I doubt if there were ever any clear definition between smacks and boats.

The board used on these occasions was fitted with 120 tubes and so carried 60 fathoms of line and 80 hooks. The inventor claims that boards to take 100, 200, 400, 800 or 1,000 hooks can be made but in what size of vessel it would be practicable to carry and operate a 1,000-hook board, he does not say.

Personally I do not think that the device, at its present stage of development, has much to commend it for use by longliners who have acquired the skill to shoot lines at speed with the aid of a shooting stick or stern chuta.

The tubes are designed to take hooks baited with lugworms, not to take hooks baited with sprats or herring. And it would cost more in time to reload the device with a baited line than it would to coil down such a line in tray, hatch or basket.

ANY QUESTIONS? If you have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped, addressed envelope for reply.

## John Burgess' Log



## Where can you find crawfish?

"AFTER reading your article about catching crawfish on May 7, I wondered how widespread crawfish are around our coasts."

I have worked on a tangle net boat here in Cornwall for a couple of years but still know very little about them. "I would be grateful if you could let me know whether they are caught anywhere else and whether there are any books containing information about them."

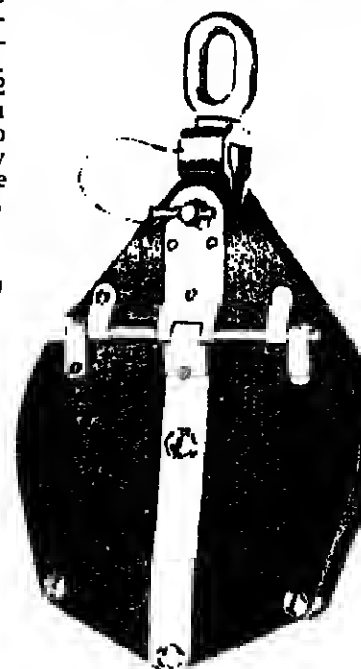
Crawfish are caught in commercial quantities around the Scilly Islands and off the Welsh coast. They are also caught — in small quantities only, as far as I know — off the west coast of Scotland. Laboratory Leaflet No. 22 — *Cornish Crawfish Investigations* — is likely to be of interest to you. It may still be obtainable from the MAF Fisheries Laboratory,

Remembrance Avenue, Burnham-on-Crouch, Essex. Another publication which contains some information about crawfish is Pat O'Farrell's *Sea Food Fishing* which is obtainable from Fishing News (Books) Ltd., Long Garden Walk, Farnham, Surrey.

There is much more in it, however, about the Australian crayfish now known for marketing reasons as rock lobster than about the true crawfish (*Palinurus vulgaris*).

They are obtainable from M. S. Gibb Ltd., Worsash, Southampton.

Two new lightweight Gibb snatch blocks.



## OYSTER KNIVES

"Where can I buy knives for opening oysters?" "I don't know of a wholesaler but you can buy them retail from The Butley and Orford Oysterage, Orford, Suffolk."

## Snatch blocks

IF YOU should happen to want a lightweight snatch block for hauling a beam trawl or any other purpose, either of two new Gibb blocks might suit you.

They will take fibre ropes up to 3 in. circumference (1 in. diameter).

Their cheeks and shaves are made of Tufnol. Shave bearings are made of PTFE-impregnated Tufnol which requires no lubrication apart from being soiled with fresh water occasionally.

Head fitting consists of a galvanised forged steel eye and straps, hinges, spacer bolts and shave pins are of stainless steel.

They are obtainable from M. S. Gibb Ltd., Worsash, Southampton.

Two new lightweight Gibb snatch blocks.



## ALUMINIUM makes light of fishing boat problems

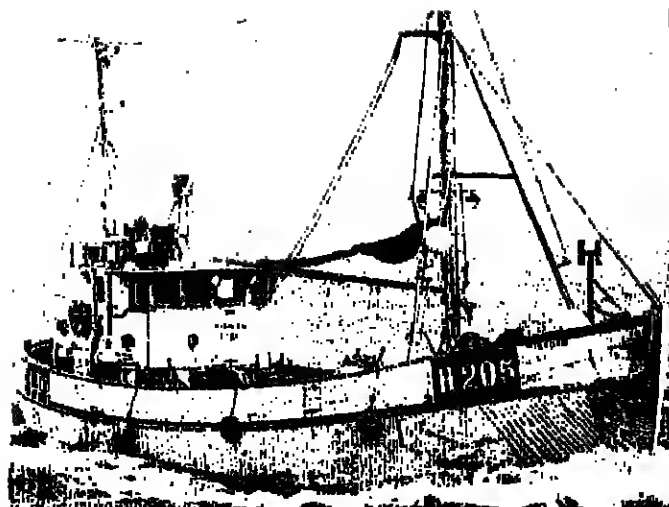
- \* Half the weight of steel means less fuel per given payload; increased range; higher speed.
- \* It's superbly tough and well proven, a British Standard material of guaranteed strength.
- \* It may deform on severe impact but not crack or splinter.
- \* Corrosion and abrasion resistant, it has no water sensitive inner core.
- \* Aluminium will neither ignite, deteriorate nor rot and requires no painting or varnishing apart from anti fouling.
- \* The advantages of an Allday Aluminium Fishing Boat are made to measure for today's economic conditions.

Ask us about our full range of fishing boats. 4-21 metres, 13-70 ft.



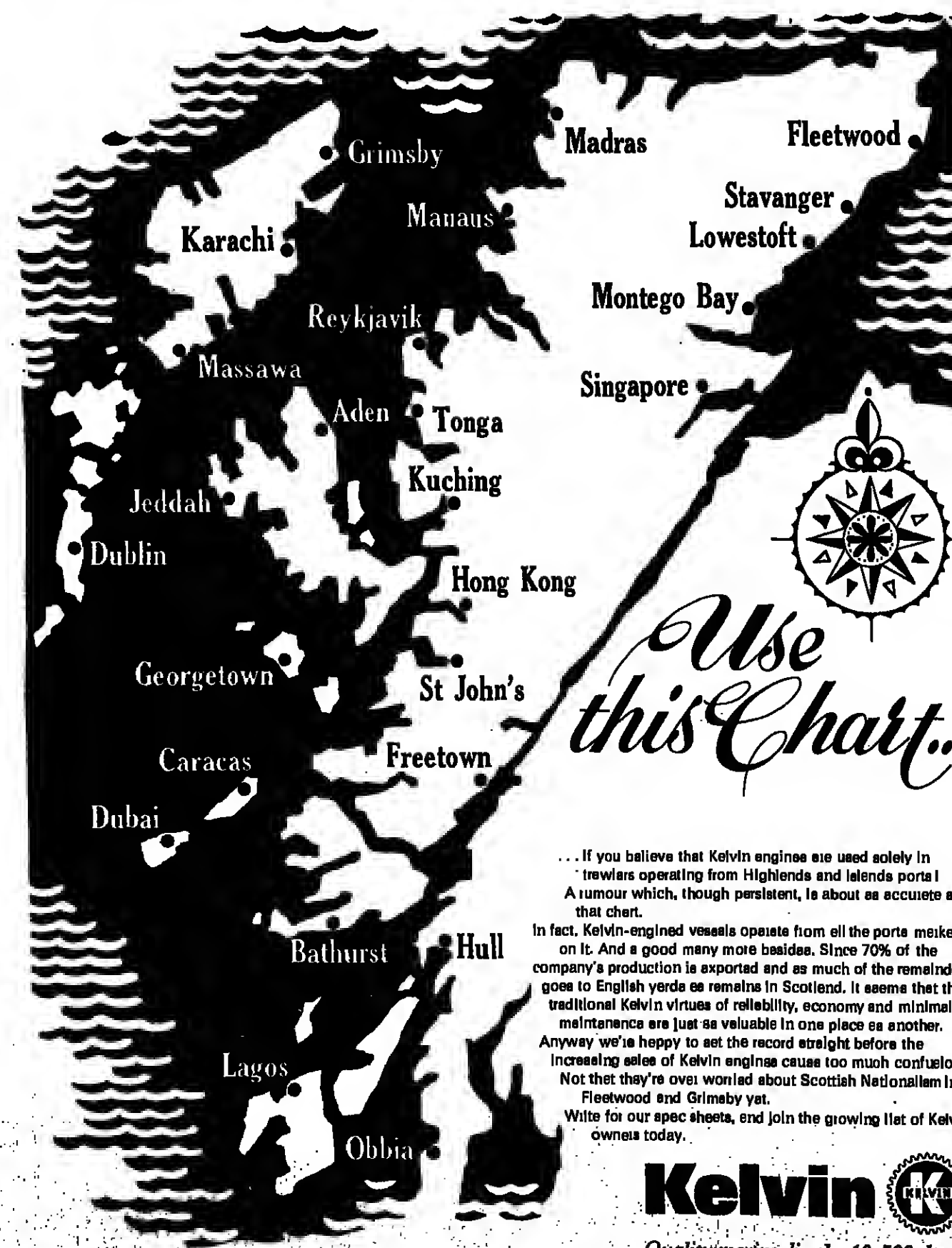
Ask us about the weighty arguments for Aluminium

**ALLDAY ALUMINIUM**  
FISHING BOAT DIVISION, QUAY LANE, GOSPORT. TEL: (07017) 87741



## Visborg holds port record

SKIPPER Værne Jensen (right) of the seiner Visborg (above) after taking the Hull seiner trip grossing record away from Rosenborg. Visborg returned to Hull two weeks ago after a 14-day trip with 419 kits, making £10,170.43p, just two days after Rosenborg smashed the record with a grossing of £10,000.94p.



Use this Chart...

If you believe that Kelvin engines are used solely in 'trellers' operating from Highlands and Islands ports! A rumour which, though persistent, is about as accurate as that chart. In fact, Kelvin engines operate from all the ports marked on it. And a good many more besides. Since 70% of the company's production is exported and as much of the remainder goes to English yards as remains in Scotland, it seems that the traditional Kelvin virtues of reliability, economy and minimal maintenance are just as valuable in one place as another. Anyway we're happy to set the record straight before the increasing sales of Kelvin engines cause too much confusion. Not that they're over-worried about Scottish Nationalism in Fleetwood and Grimsby yet. Write for our spec sheets, and join the growing list of Kelvin owners today.

**Kelvin**  
Quality marine diesels; 10-500 hp



Kelvin Diesels, 254 Dobbies Loan, Glasgow G4 0JL. Telephone 041-332 1266







